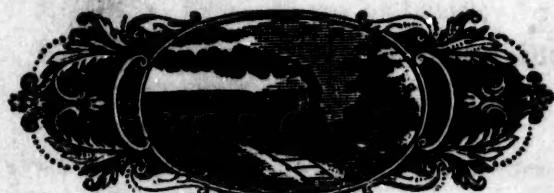


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PROSPECTUS  
THE  
LEVIS AND KENNEBEC  
RAILWAY

Incorporated by a special Act of the Legislature of the Province  
of Quebec, passed in the year 1869, Vic. 32,  
Cap. 54,—with amendments.

CAPITAL STOCK \$3,000,000.



SUBSIDY GRANTED BY THE PROVINCE OF QUEBEC  $3\frac{1}{2}$  PER  
ANNUM ON \$5000 PER MILE FOR 20 YEARS.

*J. S. Marlee P<sup>m</sup>*

QUEBEC  
"LE CANADIEN" PRINTING OFFICE  
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March 1912

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PROSPECTUS  
OF THE  
**LEVIS AND KENNEBEC**  
**RAILWAY COMPANY**

PROVINCE OF QUEBEC, DOMINION OF CANADA.

ORGANIZATION.

The Levis and Kennebec Railway Company was incorporated by a special Act of the Legislature of the Province of Quebec in 1869, and has for its object the construction of a line of Railway from the Town of Levis, opposite the City of Quebec, on the south shore of the river Saint Lawrence, to the United States boundary line, and bordering the state of Maine. It is the intention of the Company to construct an American gauge (4 ft. 8 $\frac{1}{2}$  in track), so as to form a through gauge route to all parts of the United States.

PRESENT POSITION.

The Company commenced operations in June 1871, and at the present time have about twenty-seven (27) miles of the line graded and ready to receive the rails; they have also prepared during the past winter, and delivered on the line, the full complement of ties for laying the rails, and the timber for the construction of the Bridge, trestle work, and culverts, for the first section, viz: thirty miles.—The line from Levis to the United States boundary has a total length of about ninety (90) miles. The company have been obliged to suspend operations for the present, but they are confident the suspension is but a temporary one; for a line of railway

possessing such facilities for a remunerative traffic, cannot long remain dormant!—Owing to the want of capital in Canada, for the construction of Railways, and considering it advisable as a preliminary measure, or as a forerunner to an iron track, the Company proposed constructing a wooden Railway and were incorporated with a capital consistent therewith, but, after due consideration, the idea of a wooden Railway on so important a line was abandoned, and it was decided to increase the capital to a sufficient amount to construct an iron road. In December 1872, an amendment to the Act (herewith appended) was granted, by which the capital was increased to \$3,000,000, with the privilege of issuing debentures to that extent.—With these privileges, the Government subsidy, and the large traffic which may be readily anticipated from the magnificent country through which the line passes, together with the important connections, to be made with the american lines of Railway in the state of Maine, the Company now, anticipate no difficulty in raising the necessary capital to complete their road within two or three years from the present time.

#### THE COUNTRY THROUGH WHICH THE LINE PASSES.

The flourishing town of Levis, (which has voted \$50,000 towards the construction of this Railway,) has a population of 13,021 inhabitants and is situated on the south side of the river Saint Lawrence, immediately opposite the City of Quebec, and is a terminus for the Grand Trunk Railway, and will also be a terminus for the Intercolonial Railway now approaching completion.—The Levis and Kennebec Railway will start from this town, running through the counties of Levis, Dorchester and Beauce in a southerly direction; along the whole line of Railway for fully seventy (70) miles, the country is thickly settled with a good class of farmers, and it is from this district that the Levis and Quebec markets are furnished with a large proportion of their produce, and live stock.—After leaving Levis the line intersects the

parishes of Saint Henri, distant ten (10) miles (crossing the Rivière du Loup section of the Grand Trunk Railway,) Saint Anselme seventeen (17) miles, Sainte Henedine twenty-three (23) miles, Sainte Marie thirty-two (32) miles, Saint Joseph forty two (42) miles, St. Francis, fifty two (52) miles, and Saint George sixty two (62) miles. After leaving the last named place, the line will pass through a magnificent lumbering region, where lumbering is now being carried on by Canadian Capitalists, and the lumber, in the shape of logs, is being driven down the Chaudière river to or near Quebec, there to be sawn, and exported, principally to the United States.—The line of Railway from Levis crosses the Etchemin River at Saint Anselme, and down this river yearly are driven upwards of one hundred and fifty thousand (150,000) pine, and spruce logs, to the mills near Quebec.—When this Railway is in operation, an enormous quantity of lumber can be shipped from Saint Anselme to the United States by sawing the logs at that point, where there are magnificent water powers near the Railway Bridge, and where already several manufactoryes of different kinds are in operation.—The line after leaving Saint Anselme intersects the Chaudière river about three and a half miles (3½) below Sainte Marie, and upon this river a large quantity of lumber may be made and exported. The lumber that may be destined for the United States markets cut in these districts, and sawn in Quebec, will, after the Railway is in operation through to Maine, be sawn on the spot, thus saving an immense distance in the transport. The general character of the line, throughout, is very level, following the beautiful valley of the Chaudière river as far as Saint George a distance of thirty two (32) miles, and from thence along the River du Loup valley to the boundary line.—The "Steepest" gradient on the section already graded is 1 in 60, only  $\frac{1}{4}$  of a mile in length, and the most abrupt curve is but 5° or a radius of 1146 feet. The line will be easily kept open in winter as there are no very heavy cuttings, and the snow does not accumulate to nearly so great an extent as on the shores of the St. Lawrence.

### NATURE OF THE SOIL AND PRODUCTS.

The soil almost throughout the whole district through which the line runs is exceedingly rich and fertile, is the finest part of the Province of Quebec, the oldest, and most thickly settled portion now without railway communication. The farmers grow wheat, oats, rye, barley, potatoes, &c., in abundance, with immense crops of hay. Owing to the large business now being carried on in the exportation of pressed hay to the United States market by rail, estimated at from 8,000 to 10,000 tons from the vicinity of Quebec alone, during the past year, a considerable traffic may be anticipated in this article.—It can be readily understood that when the Railway is in operation, a large increase in production may be looked forward to, as at present the only available markets are Levis and Quebec, and the condition of the roads, where there is so much traffic, is such, that the farmers do not make as much use of their facilities for growing produce as they would do, if they had a cheap means of transit to market.—After intersecting the Chaudière and du Loup valleys, consisting of extensive plateaus, the soil is much more productive and the line of Railway follows them for upwards of sixty (60) miles.

### WATER PRIVILEGES.

The rivers and streams which are met with on the line of this railway offer advantages for mill sites unequalled in any part of the world ; among the number may be mentioned the rivers Etchemin, Chaudière, des Plantes, le Bras, Gilbert, Famine, Du Loup and many others, where mills of any description and of almost any capacity may be erected !

### MINES.

At Saint Joseph and close to where the Railway will pass, large deposits of magnetic iron have been discovered but have, so far, not been worked, owing to the want of a means of transit to market. A company is now being organized to work these deposits as soon as the Railway is in

operation. Besides iron, gold and copper exist in important quantities, and extensive operations have been carried on in working the alluvial gold deposits at or near the village of St. François for several years past; but although on the whole, (with a few exceptions) the miners have not been successful, yet a large quantity of the precious metal has been taken out, estimated at \$1,000,000. Most of the claims have been abandoned owing to the difficulties that were encountered in the way of water, but an English company is now being organized to work the mines, and as it is intended to drain the diggings by means of an adit level to be driven a distance of three (3) miles, there is every prospect that this branch of industry will be brought to a successful issue. From this and like enterprises, considerable traffic may be expected for the Railway.

#### INHABITANTS.

The Inhabitants in the districts through which the line of railway passes, are industrious, and as a rule, well to do, chiefly of french origin as far as Saint George, when they are intermixed with Irish, Scotch, English and Americans. From Levis to Saint George, all are of the farming class and from that point to the Boundary line, besides farming, they make their livelihood by working in the lumbering shanties.

#### TIMBER.

Between Levis and Saint George, no important amount of available Timber exists; but beyond that point to the U. S. Boundary line, immense forests are to be found composed of Pine, Spruce, Hemlock, Tamarac, Cedar, Birch, and Maple, now comparatively untouched, owing to the want of an outlet to a market. Many companies now owning land grants through these districts, are only waiting for the construction of the Railway, to commence operations in lumbering! The Pine found on the Chaudière river is "a soft yellow pine," and is said to be the finest in Canada, and the

**lumber** **sawn** **from** **it** **is** **much** **esteemed** **in** **the** **United** **States** **market.** **The** **Timber** **lands** **on** **this** **river,** **are** **of** **immense** **value,** **and** **those** **in** **the** **immediate** **vicinity** **of** **the** **stream** **yield** **about** **100,000** **logs** **annually** **for** **the** **Quebec** **market.**

### **FIREWOOD.**

In Quebec and Levis there is an annual consumption of 120,000 cords of wood ; the price paid for hardwood is from \$5 to \$7, and for soft wood \$3 to \$5 per cord ; it can therefore easily be seen that when wood can be had almost for the chopping, and when the freight will not exceed  $\$1\frac{4}{5}$  per cord, an important traffic may be expected in this material. At the present time Levis is almost altogether supplied with fuel from the districts through which the road runs, and the consumption in this Town alone will reach upwards of 30,000 cords.

### **COLONIZATION.**

A company has been organized in England and France, to colonize with emigrants from Alsace and Lorraine the Townships of Metgermette, Linière, Jersey and Marlow, and the government has granted 300,000 acres of land for that purpose, and the first batch of emigrants numbering about 500 families are to arrive in May next, and at the present time 350 dwellings are under contract to be constructed for the accommodation of these families, when they arrive. It is the intention of this company to establish manufactories of various descriptions in these new settlements. These grants of land, in Beauce, are situated on the Railway about 75 to 80 miles from Levis, and it can be readily seen, that this enterprise will afford no small item of traffic to the road !

### **CONNECTIONS WITH OTHER RAILWAYS.**

For its entire length, this railway will have no competing line, and will form, in connection with the roads in the state of Maine, the shortest line between Quebec and Portland, thus drawing the winter trade between Quebec and

Europe, instead of by the Grand Trunk Railway as at present. It will also be the shortest route from Quebec to the Maritime Provinces; as also to Boston and New-York, via the Sherbrooke, Eastern Townships and Kennebec Railway now in course of construction, to connect at Sherbrooke, with the Connecticut and Passumpsic Railway (see map and Table of distances!) At Sainte Marie or Saint George, the line will connect with the S. E. T. and K. R. for all points west; at the United States boundary, it will connect with a line (40 miles of which will be in operation next fall) which is destined to connect with six lines of Railway, some now in operation, and others under construction, all leading towards the Canadian Frontier. These lines of Railway are, the Portland and Oxford central; the Leeds and Farmington, the Somerset and Kennebec, the Dexter and Newport, (the three last are consolidated with the Maine Central railway) the Somerset, and the Bangor and Piscataquis Railways.

#### GOVERNMENT SUBSIDY.

The government of the Province of Quebec have granted to the company as will be seen by the act in the appendice a subsidy of 3 per cent per annum for 20 years on \$5000 per mile, or a capitalized subsidy of about \$1748 per mile payable in cash, on the completion of 25 miles of Road, and for every mile afterwards constructed.

#### MAP AND TABLE OF DISTANCES.

Special attention is directed to the map showing the route of the L. K. R. R. together with a table showing the difference in distances as compared with other lines.

#### APPENDICES.

In the appendices, important matter may be read with reference to what the outside world think of the Levis & Kennebec Railway as projected, and under construction, and special attention is called to the article taken from the *New*

*York Stockholder*, as also to the Editorial taken from the *Quebec Mercury*. In addition, will be found the act incorporating the company with the amendments thereto, also the act granting the subsidy, and other items of interest.

### DEBENTURES.

The Company purpose issuing Debentures redeemable in 20 years and bearing an interest of 7 per cent, for the completing of their line of Railway, and as the Debentures will be a first mortgage on the Road, they anticipate that the security is such, that there will be no difficulty in negotiating them at a reasonable figure.

### FUTURE BUSINESS OF THE ROAD.

The all important question in the construction of a Railway, is to ascertain whether its working, will show a profitable result to those investing in its securities! It is anticipated that no doubt can exist with regard to this Road.

#### THE SOURCES OF TRAFFIC WHEN THE ROAD WILL BE COMPLETED.

1st. It will be seen on reference to the table showing the returns of population, and the agricultural products of the countries through which the Road will run, that 211,501 tons of Cereals, Vegetables, Hay, Butter, Maple Sugar, &c., were the principal products for 1861, together with 251,383 head of live stock. Since that time it can be safely increased 25 per cent. Quebec and Levis are the only markets for these productions.

2nd. The square Timber and Lumber business, from this district, can hardly be estimated, for owing to the want of a cheap means of transport but little is brought to market; but when the Railway is in operation, the immense forests now almost untouched, will be worked to assist in giving that increase, which the Lumber market is yearly demanding. The annual produce of Lumber from Rivers on this line of Railway, is even now, about 40,000,000 feet, worth \$400,000 to \$500,000.

3rd. The annual supplies furnished the Lumbering shan-  
ties and the merchants through the country, now drawn by  
teams of horses for distances varying from 20 to 90 miles  
and which would amount to upwards of 50,000 tons in  
weight per annum will, of course, be conveyed by the Rail-  
way, when in operation.

4th. The Firewood (from this district) supplied to, and  
consumed by the Quebec and Levis population, and amount-  
ing to about 30,000 cords per annum, will be conveyed by  
the Railroad.

5th. The passenger Traffic may be calculated approxi-  
mately by the returns of the population of the counties  
through which the line passes, and proportioned by the  
returns of the Toll Gate through which about 75 per cent  
are known to pass to market. The receipts from this  
(St. Henri) Toll Gate were \$6,000 the past year, and each  
vehicle was taxed six cents (average), thus making a total  
of 50,000 vehicles each way per annum. These passengers  
come from a distance of from 10 to 80 miles to market with  
produce, and return loaded.

6th. The mail subsidy will give about \$100 per mile per  
annum.

7th. As a natural result of a speedy means of com-  
munication being opened up, it may be readily expected that  
a large increase both in population and products may be  
yearly expected.

8th. It will be readily seen that no correct estimate can  
be formed of the traffic of the whole 90 miles of Road until  
such time as the intended connections with the United-  
States and other lines are formed, but that the traffic will be  
a highly remunerative one, cannot be doubted, when it is  
considered that the Levis and Kennebec Railway with its  
intended connections will be by far the shortest route from  
Quebec to the Atlantic Sea Board, to Portland, to the Ma-  
ritime Provinces, and to Boston and New-York, than by  
any other line that is, or may be constructed, laying aside

altogether the immense Lumbering business, that most assuredly will be carried on in the vicinity of the U. S boundary line, both in Canada, and in the United States.

#### ESTIMATED COST OF ROAD.

In making an estimate of the cost and equipment of this Road, the Engineer has been very careful and concise so as not to undervalue the work ; at the same time it was not his intention to base a calculation upon the extravagant systems as adopted by some engineers in the construction of Railways: what is wanted, is a good, safe and speedy means of transportation at a reasonable cost, such as is had on most of the american lines.

The entire line of 90 miles Railway can be constructed and thoroughly equipped to meet the anticipated traffic, for \$15,000 per mile which will include everything necessary for the proper maintenance of way station, Houses, Telegraph, etc.

The government subsidy deducted from this amount will show a net cost of \$13,242 per mile.

As the estimated traffic is based upon the working of 30 miles of the Road, viz : from Levis to Ste. Marie, the following figures will show the amount required to complete this first section :

30 miles at \$15,000 per mile.....	<del>450</del> \$450,000
LESS:	
Amount of Government subsidy : 30 miles at \$1748.....	\$48,944
Extra Bridge subsidy.....	1,748
Amount expended thus far in grading 27 miles and in furnishing sleepers and trestle timber.....	100,000 <u>150,692</u>
Balance required to complete the 1st section.....	<u>\$299,308</u>

In the above estimate ample provision has been made for everything necessary to thoroughly equip the Road to meet the traffic as shewn in Estimate.

### ESTIMATE OF TRAFFIC.

There being no reliable data upon which to base a correct Estimate of Traffic upon the whole length of the projected Levis and Kennebec Rail Road, on account of the connections not being accurately determined, the Engineer has thought it advisable to restrict himself to an estimate on the first section of Road, 30 miles, and in making that Estimate he is confident that he has kept far within bounds of a just calculation. Although a highly remunerative result is shown, yet it must be considered that in the estimate no allowance is made for increase of traffic, taking into consideration the quick means of transit afforded, but that the traffic is based in a great measure upon the actual statistics as furnished by government of the products of the counties through which the line passes, and of the passenger traffic, upon the receipts of the tolls through which the farmers (from those districts) pass, and it must be remembered that no estimate is made upon the increase in the population by means of emigration, the tide of which has already commenced to incline towards the rich settlements through which the line is to run.

### Traffic on 30 miles of Railway running the year round, between Levis and St. Marie, La Beauce.

Population of Counties through which the line will pass, and the proportion of the population which will use the Railway as a means of transit :—

	1871	Pop.	Proportion	Pass.
Dorchester.....	16,779	all	16,779	
Beauce.....	27,253	do	27,253	
Bellechasse.....	17,637			
Megantic.....	18,879			
Lotbinière.....	20,606			
Levis.....	24,831			
	125,985			
				69,032

Agricultural census for 1861 for the above counties, showing approximate proportion of produce which will be carried over the line :—

	Tons.	Prop.	Freight
Grains.....	69,652	1	23,217
Vegetables.....	42,359	1	14,119
Hay.....	94,335	1	31,445
Butter.....	1,027	1	513
Beef & Pork (in brls.)....	3,321	1	1,660
Maple Sugar.....	807	1	404
	211,501		71,358

Freight down 71,358 tons, at 3 cts. p. mile p. ton. \$64,222.20

do up 12,500 tons at \$1 per ton..... 12,500.00

do up from St. Henri 12,500 at 90 cts. p. ton. 11,250.00

do Firewood 30,000 cords at \$1 per cord.... 30,000.00

Square Timber and Knees 500 cars at \$9. p. car.. 4,500.00

Live Stock, 500 cars at \$10 per car..... 5,000.00

Mail subsidy..... 3,000.00

In Passenger Traffic, it is generally estimated that a population make a round trip once a year : in this instance, however, it is seen advisable to keep within bounds, and the estimate is reduced one half; therefore, 69,032 souls, travelling 30 miles, (instead of 60) once a year at \$1 each will give..... 69,032.00

Amount of estimated traffic..... \$199,504.20

—LESS:—

Operating Expenses, which, at the highest figure may be estimated at sixty (60 %) per centum of Traffic..... \$119,702.52

Balance to meet interests on debentures, sinking fund and profits..... \$79,801.68

EXTRACT FROM THE CENSUS REPORT OF CANADA

- 1861 -

- 17 -

COUNTRIES	Population 1871		Bushels Grains	Bushels Vegetables	Tons Hay	Ibs Butter	Ibs Cheese	Barrels Beef and Pork	Ibs Maple Sugar	Ibs Wool	Yards Cloth Flannel and Linen	Ibs Flax and Hemp	Head Live Stock	Value Live Stock \$	Acres cultivated Land	Amount held in acres
	Bushels	Grains														
Lewis	24831	368719	221608	14348	307891	872	4191	50063	27699	56840	19238	30570	415459	76061	165130	
Dorchester	16779	466314	228637	12266	384055	131	4932	148598	34200	88662	50999	42643	419482	94348	210874	
Beaune	97253	497263	177296	24181	316209	485	5708	830041	58998	113796	30197	56754	596771	139617	297479	
Bellochasse	17637	416052	333630	15972	340409	8	6959	242755	33280	80515	25417	37764	431379	93576	184744	
Megantic	18879	437714	425272	15113	313321	5784	5906	272950	37736	54497	18229	37373	495617	86106	259173	
Lotbiniere	20606	599542	307755	12555	392987	1485	6515	70850	45172	78070	23408	46279	438575	108826	250722	
	125985	2786104	1694398	94335	2054872	8765	33211	1615257	237154	472380	167488	251363	2797283	597336	1368122	
In Tons.	69652	42359	94335	1027.4	4.4	3321	807.6	118.6	33.8	•						

NOTE.—The census report for 1871 not being yet ready, the above extract has been taken from the Report of 1861—  
Fully 25 % may be added as an increase in ten years on the agricultural census above quoted.

# TRADE OF THE ST. LAWRENCE.

(From the *New-York Stockholder*, 1872.)

Just now about half of the grain sent by water from Chicago, Toledo and Milwaukie is going to St. Lawrence ports. The total shipment of grain by water from these ports for the week ending May 30th was 1,797,961 bushels. Of this quantity 558,608 bushels were consigned to Buffalo, 558,608 bushels to Kingston and Montreal, and 194,219 bushels to Port Colborne. The aggregate shipments by lake to all the United States ports were 827,122 bushels of corn, against 809,119 bushels to all the Canadian ports. The consignments of corn to Canadian ports during the last week in May, the Buffalo *Commercial* states, were larger than ever before in the same length of time.

There are now three lines of foreign steamers which sail from Montreal, and three ships sail each week. They have a capacity of about 180,000 bushels of grain. The grain trade of Canada increases very rapidly.

Quebec is the great seaport of the Canadian region. A few days ago it was noticed that no less than fifty vessels were receiving lumber in Quebec for the South American and other markets. In this connection one of our morning journals, the *Bulletin*, remarks that formerly all this trade belonged to New York, but, while Quebec is crowded, there are scarcely half a dozen vessels receiving lumber in this port for foreign destination.

For a long period of years to come Quebec will be the chief port on this continent for the export of lumber. Its facilities for this trade are great, and are such as more than over-balance the difficulties and dangers in the winter months of the navigation of the lower St. Lawrence. The cargoes of lumber are got off before October and the vessels engaged in the trade find other employment in the winter months.

If the navigation of the St. Lawrence were supplemented, with a view to commerce in the winter, by a short and cheap communication from Quebec to a good Atlantic port, not only would the lumber trade receive large benefit, but it is likely that Quebec would become a large market for grain and other exportable products of the West. When these products are once upon the water, whether shipped at Duluth, Milwaukee, Chicago, Toledo or other point, it is of obvious advantage to carry them by the same freightage as far as possible towards their market. Quebec is 150 miles nearer the market than Montreal—nearer the market which is to become more and more important with respect to our wheat and meat products. We refer to the market for European consumption. As respects wheat, the producers of the Mississippi valley might control that market, provided they knew how to suppress the extortions of Vanderbilt rates of transportation and avoid at the same time the extortions and disturbances created by Chicago speculators, Buffalo forwarders and the various tribes of middlemen who now waylay the grain and provision traffic. That is to say, if the grain business, from the time the cereals leave the farmer's fields till the time the product reaches the point of consumption, or of export, were conducted as squarely, for instance, as is the lumber trade and the general commerce of Quebec, there is no reason why our grain should not be laid down in Liverpool cheaper than the wheat of southern Russia, notwithstanding the better facilities lately afforded for transportation from the interior to Black Sea ports. The most sanguine expectation of cheap corn for Great Britain has never placed the expected supply of wheat delivered at Liverpool from the Black Sea at less than £2 per quarter, equivalent to \$1.23 per bushel, coin.

Wheat can be raised at a profit in the Mississippi valley at 75 cents, currency, per bushel, at points where it can be delivered at lake ports at 5 cents per bushel; from the farthest of these it can be delivered at Quebec at 20 cents per bushel. It can be freighted from Quebec to Liverpool for 15 cents per bushel, from May to September. Elevator charges, interest and insurance should not exceed 4 cents per bushel. The aggregate is 119 cents, currency, per bushel. This calculation implies no middlemen's or speculative profits, but it allows the farmer, the freighter, and the merchant actually furnishing capital or credit for the business, as much as realized in the present course of trade. It would be of infinite advantage to our country, and honest industry would profit by the change, if the trade were conducted on the basis here denoted, since on the terms indicated our

country could absolutely supply the demand of all Western Europe—a demand sufficient to make the agriculture of the West a source of large and enduring wealth.

What is needed, so far as Quebec is concerned, to justify the undertaking of this trade, is cheap and direct communication by rail with the Atlantic. That by the Grand Trunk or the Intercolonial railway is too indirect and costly. The plain line from Quebec to the Atlantic, indicated by the geography and topography of the country, is up the valley of the Chaudiere, which flows through a fairly fertile country, and thence by the route of what is known in Maine as the Canada road, in the valley of the Upper Kennebec. Wiscassett, in Maine, one of the best harbors in the world, is the port that would be the obvious terminus of this traffic. A railway from Wiscassett northward is already in progress, the company being composed of men of wealth in Wiscassett, of which Mr. Henry Ingalls (president of the First National Bank at that place) is the president. Their road is to be constructed, we understand, on the 3-feet gauge.

The distance between Quebec and Wiscassett is 240 miles. The road between the two cities, fully equipped, can be built the entire distance on that gauge inside of \$5,000,000. Wheat could be carried by it from Quebec to Wiscassett profitably at 8 to 10 cents per bushel, while freights by sail from Wiscassett to Liverpool could be had at all seasons of the year at prices quite as low as those from Quebec, and probably somewhat lower, rates of insurance being taken into consideration. Delivered in Liverpool, as it then might be, at all seasons of the year, the traffic would allow a margin, on wheat raised in the Mississippi valley, of 14 cents, currency, per bushel, as compared with the lowest price at which wheat can be delivered in England from the Black Sea—14 cents when sent *via* rail to Wiscassett, and from 22 to 24 cents when shipped direct from Quebec.

There are, moreover, undeniable facilities and advantages, which, in reference to the difficulties of navigating the Lower St. Lawrence in the winter months, would be secured to the present commerce of Quebec through the construction of the proposed railway. What must be steadily kept in view, however, is a cheap railway—cheaply constructed and cheaply worked. Such a railway could profitably carry lumber from Quebec to Wiscassett, to be shipped thence in winter to European, West Indian and South American ports, and likewise carry cheaply the merchandise for Quebec account arriving by vessels from England and elsewhere. It would not be strange if a railway on this route should

make Quebec one of the most considerable commercial ports on this continent.

### Editorial of *Mercury* of 17th February 1869.

Of the several railway projects now before the Legislature, the one designed to open direct traffic and communication between Point Levi and the Maine frontier is of great practical utility to the Province of Quebec. From an early period in the British history of Canada, a strong desire existed to open and keep up communication with that portion of the United States most contiguous to our principal seaport. This will be readily understood when it is remembered that the oldest commercial settlements of the republic are those which front Quebec; that down to 1830 Boston still stood first among the seaports of this continent; and that the shortest and most direct post route practicable, from the Canadian capital to Boston, was that along the Chaudiere river and through the state of Maine. In 1829, or thereabout, the government became convinced of the importance of opening this route for the mails, and ordered the construction of the Kennebec Road from Point Levi to the frontier, a distance of about ninety miles. The work was confided to a commission of gentlemen resident in the locality, who performed their trust so well and faithfully that the road has continued a good one to this day; it is now, we believe, in charge of the municipalities. That the Kennebec Road was a patriotic work, as well as a great postal convenience in its day, was proved by the impulse it gave to settlement and colonization. Since 1835, the date of completing the Road, nothing important has been done to aid the progress of the counties which it traverses. The spread of settlement has been westward, in the prairie lands and milder climate of the United States. Even the discovery of gold in paying quantities, in the Chaudiere Valley, and the fact that the whole district teems with mineral wealth, have been overlooked by emigrants in their impatience to hurry on in the wake of those who preceded them.

The scheme to build a railway from Point Levi to the Maine frontier is calculated to remedy this neglect;—to facilitate settlement in the counties of Lotbiniere, Beauce, Megantic, Wolfe and Compton, on the one side, and the counties of Dorchester, Bellechasse and Montmagny, on the other. The quantity of public land yet remaining open for settlement in this large region is considerable; though a

very large proportion of that lying in the immediate vicinity of the proposed railway is mineral land, and likely to be devoted to mining purposes. At the American end of the line steady settlements have always been going on. Maine is deeply engaged in the sawn lumber business, and very anxious to increase her supply of saw-logs, for which she is partly dependent now upon New Brunswick. From the terminus on our frontier to Moose Head Lake, in Maine, there is a distance of but thirty miles. Moose Head Lake is connected by railway with the whole of the United States; therefore, it will be seen that the construction of the Levi railway to the frontier, and of the thirty miles to the lake, would place Quebec in direct communication with Portland and Boston, by a line at least eighty miles shorter than that *via* Richmond. The present railway distance to Portland from Quebec is 320 milles; by the new route it will not exceed 240. Moreover, the distance from Moose Head Lake to Woodstock, in New Brunswick, is only thirty miles more; and there is railway communication from Woodstock to St. Andrews, a seaport at the entrance to the Bay of Fundy, which is open during the whole twelve months of the year. Taking all these facts into consideration, the Levis railway project inspires confidence, not alone as a work of great importance to the District of Quebec but as one which interests the whole province. The extent of agricultural wealth and the richness of the mineral ressources it is destined to develope, the prospect it affords of opening up a profitable traffic with Maine and the frontier settlements, besides the value of extending and opening new markets for the timber resources of the North Shore, all conspire to stamp this project as one conspicuous for practical utility and certain of accomplishment.

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## An Act to incorporate the Levis and Kennebec Railway Company.

[Assented to 5th April, 1869.]

Whereas the Honorable Hector Louis Langevin, C. B., the Honorable Alexandre Chaussegros de Léry, the Honorable Thomas McGreevy, the Honorable Joseph Goderic Blanchet, Christian Henry Pozer, George Honoré Simard, Louis Carrier, George Couture, François-Xavier Lemieux, Joseph Hopeley Simons, and Peter Arnold Shaw, Esquires, and others, have petitioned the legislature for an act of

incorporation to construct a railroad from the town of Levis, at some place in Notre-Dame ward, in the said town of Levis, to or near the frontier of the State of Maine, in the county of Beauce, passing through the counties of Levis, Dorchester and Beauce, and whereas it is expedient to grant the prayer of the said petition ; Therefore, Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

1. The said Hector Louis Langevin, Alexandre Chaussegros de Léry, Thomas McGreevy, Joseph Goderic Blanchet, Christian Henry Pozer, George Honoré Simard, Louis Carrier, George Couture, François-Xavier Lemieux, Joseph Hopeley Simons and Peter Arnold Shaw, together with such other persons or corporation as shall become subscribers and shareholders in the company hereby incorporated, shall be, and are hereby ordained, constituted and declared to be a body corporate and politic, by and under the name and style of the « Levis and Kennebec railway company. »

2. The said company and their servants shall have full power and authority to lay out, construct, make and finish a double or single wooden railway at their own cost and charges, of such width or gauge, and from such point in Notre-Dame ward, in the town of Levis, as the Directors of said company for the time being may think most advantageous, and as will ensure the best grades, to a point most convenient on the frontier of the state of Maine in the county of Beauce ; with power hereafter to substitute iron rails for wooden, on any part of said road, at the discretion of the directors ; and further the said company shall have the power to construct the said wooden railway to the foot of the hill in the town of Levis, from Notre-Dame ward aforesaid, to and into Lauzon ward in the said Town of Levis, should the directors deem it expedient so to do.

3. The capital stock of the said company shall not exceed in the whole, the sum of five hundred thousand dollars (with power to increase the same as provided by The Quebec Railway Act, 1869, passed during the present session,) to be divided into fifty thousand shares of ten dollars each, which amount shall be raised by the persons hereinbefore named, and such other persons and corporations as may become shareholders in such stock, and the money so raised shall be applied in the first place, towards the payment of all fees, expenses and disbursements for procuring the passing of this act, and for making the surveys, plans and estimates connected with the railway, and all the rest and remainder of such money shall be applied towards the making, completing and maintaining the said railway, and other purposes

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of this act; provided always, that until the said preliminary expenses shall be paid out of the capital stock, it shall be lawful for the municipality of any county, city, town or township interested in the railway, or otherwise, to pay out of the general funds of such municipality, such preliminary expenses, which sums shall be refunded to such municipality from the stock of the said company, or be allowed to them in payment of stock.

4. The said Hector Louis Langevin, Alexandre Chaussegros de Léry, Thomas McGreevy, Joseph Goderic Blanchet, Christian Henry Pozer, George Honoré Simard, Louis Carrier, George Couture, François-Xavier Lemieux, Joseph Hopeley Simons and Peter Arnold Shaw, shall be and are hereby constituted a board of directors of the said company, and shall hold offices as such until other directors shall be elected under the provisions of this act, by the shareholders, and shall have power and authority immediately after the passing of this act, to open stock-books and procure subscriptions for the undertaking, to make calls upon the subscribers, to cause surveys and plans to be made and executed, and as hereinafter provided to call a general meeting of the shareholders for the election of directors.

5. The said directors are hereby empowered to take all necessary steps for opening the stock-books for the subscriptions of parties desirous of becoming shareholders in the said company, and all persons subscribing to the capital stock of the said company shall be considered proprietors and partners in the same, but shall be liable only to the extent of their stock therein.

6. When and so soon as one-tenth part of said capital stock shall have been subscribed, as aforesaid, it shall and may be lawful for the said directors, or a majority of them, to call a meeting of the shareholders at such time and place as they may think proper, giving at least two weeks notice in one newspaper published in the town of Levis, and in one newspaper published in the city of Quebec, at which general meeting, and at the annual general meetings in the following sections mentioned, the shareholders present, either in person or by proxy, shall elect nine directors, in the manner and qualified as hereinafter provided, which said nine directors shall constitute a board of directors, and shall hold office until the first Monday in July, in the year following their election.

7. On the said first Monday of July, and on the first Monday of July in each year thereafter, there shall be helden a general meeting of the shareholders of the said company at the principal office of said company at which

meeting the shareholders shall elect nine directors for the then ensuing year in the manner and qualified as hereinafter provided: and public notice of such annual general meeting and election shall be published one month before the day of election in one or more newspapers published in the towns of Quebec and Levis, and the election of directors shall be by ballot; and the persons so elected, together with the *ex officio* directors under the said Quebec Railway Act, 1869, shall form the board of directors.

8. Five directors shall form a quorum for the transaction of business, and the said board of directors may employ one or more of their number as paid director or directors: provided, however, that no person shall be elected director unless he shall be the holder and owner of at least fifty shares of the stock of the said company, and shall have paid up all calls upon the said stock.

9. In the election of directors under this act, and in the transaction of all business at general shareholders' meetings, each shareholder shall be entitled to as many votes as he holds shares upon which the calls have been paid up, and shall be entitled to vote either in person or by proxy.

10. The directors may, at any time, call upon the shareholders for such instalments upon each share which they or any of them may hold in the capital stock of the said company, and in such proportion as they may see fit, except that no such instalment shall exceed ten per cent, on the subscribed capital, and that one month's notice of each call shall be given in such manner as the directors shall think fit.

11. The directors, or a majority of them, may supply the place or places of any of their number, from time to time, dying or declining to act as such directors, from among the several persons being subscribers for or owning and holding shares in the said company sufficient to qualify him or them to act as directors as aforesaid.

12. All deeds and conveyances of lands of the said company for the purposes of this act, in so far as circumstances will admit, may be in the form of the schedule A, to this act subjoined, or in any other form to the like effect; and for the purposes of due enregistration of the same, all registrars in their respective counties are required to register in their registry books such deeds and conveyances, upon the production and proof of the due execution thereof, without any memorial, and shall minute the enregistration or entry on such deed; and the registrar shall receive from the said company, for all fees on every such enregistration, and for a certificate of the same, fifty cents and no

more, and such enregistration shall be deemed to be valid in law ; any statute or provision of law to the contrary notwithstanding.

13. The said company shall have power and authority to become parties to promissory notes and bills of exchange for sums not less than one hundred dollars ; and any such promissory note made or endorsed or any such bill of exchange drawn, accepted or endorsed by the president or vice president of the company, and countersigned by the secretary and treasurer of the said company, and under the authority of a quorum of the directors, shall be binding on the said company ; and every such promissory note or bill of exchange so made, shall be presumed to have been made with proper authority, until the contrary be shown, and in no case shall it be necessary to have the seal of the said company affixed to such promissory note or bill of exchange, nor shall the president or vice president or the secretary and treasurer, be individually responsible for the same, unless the said promissory notes or bills of exchange have been issued without the sanction and authority of the board of directors, as herein provided and enacted.

14. The directors of the said company shall have the power, upon being duly authorized thereto by a vote of the majority of the shareholders in the said company present at any annual meeting in the month of July, for the purpose of electing directors, or at any general meeting of the said shareholders, whereof notice shall have been given in the manner hereinabove provided in the case of a general annual meeting and election, and in which notice shall be stated and published the object of such meeting, to issue their bonds made and signed by the president or vice-president of the said company, and countersigned by the secretary and treasurer, and under the seal of the said company, for the purpose of raising money for prosecuting the undertaking, and such bonds shall be and be considered to be privileged claims upon the property of the said company, and shall bear hypothec upon the said railway without registration ; provided, however, that no such bonds bearing such hypothec shall be issued until after ten per cent of the whole capital stock of the said company, as provided by this act, shall have been expended in and upon the said railway ; and provided, also, that the whole amount raised by such bonds shall not exceed one half the capital stock of the company nor be in excess of the amount actually paid up on its share capital at the time of the issue of such bonds.

15. It shall be lawful for the said company to enter into

any agreement with any other railway company, in this province, for leasing the said railway or any part thereof or the use thereof, at any time or times, or for any period to such other company, or for leasing or hiring from such other company any railway or part thereof, or the use thereof, or for the leasing or hiring any locomotives, tenders or moveable property, and generally to make any agreement or agreements with any such other company, touching the use by one or the other or by both companies of the railway or moveable property of either or both or any part thereof, or touching any service to be rendered by the one company to the other, and the compensation therefore ; and any such agreement shall be valid and binding, and shall be enforced by courts of law according to the terms and tenor thereof.

16. This act and all the provisions thereof shall become null and void unless the construction of the said railroad be commenced within four years and completed within eight years of the passing of the same.

17. This act shall be subject to the said Quebec railway act, 1869, except in so far as the special provisions of this act may be inconsistent therewith.

#### SCHEDULE A.

##### FORM OF DEED OF SALE.

Know all men by these presents, that I, A. B. of \_\_\_\_\_, do hereby in consideration of \_\_\_\_\_ paid to me by the Levis and Kennebec Railway Company, the receipt whereof is hereby acknowledged, grant, bargain, sell and convey unto the said Levis and Kennebec railway company, their successors and assigns, all that tract or parcel of land, (describe the land,) the same having been selected and laid out by the said company for the purpose of their railway ; to have and to hold the said land and premises unto the said company, their successors and assigns for ever.

Witness my hand and seal this \_\_\_\_\_ day of  
one thousand eight hundred and

Signed, sealed and delivered in presence of

A. B. (L. S.)

#### An Act to amend the Act incorporating "The Levis and Kennebec Railway Company."

Whereas, the directors of the Levis and Kennebec Railway Company have, by petition, prayed that their act of

incorporation be amended ; and whereas, it is expedient to grant the prayer of the said petition ; Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

1. The following words, in the second, third, fourth and fifth lines, in the third section of chapter fifty-four, of the thirty-second Victoria, to wit : « five hundred thousand dollars (with power to increase the same as provided by the Quebec Railway Act, 1869, passed during the present session), to be divided into fifty thousand, » are struck out, and the following are substituted therefor : « three million dollars, and shall be divided into three hundred thousand. »

2. The seventh section of said act is hereby repealed, and the following substituted therefor :

« 7. The annual meeting of the shareholders of the said company shall be held on the first Tuesday of February in each year, and the directors shall be elected thereat yearly. The first of such meetings, after the passing of this act, for the despatch of business and the election of directors, shall be held on the first Tuesday of February next, and the directors shall be elected thereat, whether the stock authorized by this act were subscribed to, or not, in whole or in part. »

3. The eighth section of said act is amended by striking out the word « five » in the first line thereof, and substituting therefor the word « three » and by adding after the word « directors » in the fourth line thereof, the following words : « and the board of directors may, by resolution, appoint the whole or any of their number to be an executive committee of the whole board, and may delegate to such committee all or any of the powers of said board, subject to such restrictions and in such manner as they shall think fit. The directors may also appoint one of their own number to be managing director, pay him, and delegate to him such of the powers of the board as they may think fit. »

4. The fourteenth section of said act is hereby repealed, and the following substituted therefor :

« 14. The directors of the said company may, by a resolution to that effect, issue their bonds or debentures for the purpose of raising money necessary for the undertaking. Such bonds must be signed by the president, countersigned by the secretary-treasurer, and the seal of the company must be affixed thereto. They shall constitute a privileged claim on the moveable property of the said company, and shall bear hypothec, from the date of the resolution, authorizing the same, on the immoveable property belonging to said company, and this, without any enregistration. The said company

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shall have power to issue bonds to the amount of three millions dollars, the capital of the said company, and such bonds shall not be for less than five hundred dollars each.

5. The fifteenth section of said act is amended by adding after the word « therefore » in the thirteenth line thereof, the following words : « or to contract and agree with any railway company, or private parties, in this province or elsewhere, for the purchase, transfer, amalgamation, fusion or leasing of their line of railway or undertaking, with the appurtenances, and privileges thereto belonging, or in any manner appertaining thereto, upon such terms and conditions, and with restrictions as the company may deem expedient. »

6. In the event of the amalgamation of the said railway company with any other railway company, the name of the company so amalgamated shall be approved of by the lieutenant-governor in council, and published in the *Official Gazette*, and subscriptions for shares or other contributions shall be, for all purposes whatsoever, as valid as if the name of the railway had not been changed.

7. The following section is added after the last word of the fifteenth section :

16. « The said company may also acquire by mutual consent all the necessary lands to extract therefrom all the sand, gravel, stone or other necessary material, and the provisions of the said act, as well as those of the railway general act, relating to the expropriation of and payment for lands, shall apply to all lands necessary for the extraction of such sand, gravel, stone, and other material. »

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### Extracts from an Act for the encouragement of certain Colonization Railways.

[Assented to 5th April 1869]

Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

1. Provincial aid, to the amount, in the manner, and subject to the conditions and limitations hereinafter set forth, is hereby assured to the construction in wood, maintenance and working, of the following projected lines of colonization railway communication, namely :

The Quebec and Gosford Railway,  
The Levis and Kennebec Railway,  
The Montreal Northern Colonization Railway, and

The Richelieu, Drummond and Arthabaska Counties Railway.

2. For such continuous and unbroken length, not less than fifteen miles of each of the said railways, as shall have been constructed in wood, and be in *bona fide* operation, to the satisfaction of the lieutenant-governor in council, on or before the first day of July eighteen hundred and seventy-two, there shall be paid from the consolidated revenue fund of the province,—by yearly payments to fall due on the first day of September in every one of the twenty years next following the first of such payments, *during which such length of railway shall be continuously maintained in such bona fide operation*, but not otherwise, nor for any longer term,—a subsidy at the rate of three per cent on the *bona fide* cost of the construction thereof; such cost however (unless for exceptional bridges) not to exceed the average amount of five thousand dollars per mile.

3. In calculating such subsidy, any bridge over any river or stream exceeding fifty yards in breath at high water, the reasonable and actual cost of which, at such site and of such plan, materials and construction, as shall have been approved beforehand by the lieutenant-governor in council, shall be shown to the satisfaction of the lieutenant-governor in council to exceed five thousand dollars, shall be deemed an exceptional bridge; and shall be allowed for, not upon the length thereof, but at the exceptional rate of three per cent yearly on the established *bona fide* cost thereof, not exceeding however such total as in each case the lieutenant-governor in council shall expressly limit and allow as the reasonable and true value thereof for calculation of such subsidy.

4. The lieutenant-governor in council may from time to time provide as may be deemed expedient, for payment of any such subsidy, or of any part or amount thereof, to any parties claimant from the company primarily entitled thereto; and for assuring such payment, may issue any descriptions of conditional debenture, scrip or certificate, with or without coupons attached, payable to order or to bearer, and otherwise in such form, for such amounts, and subject to all such provisions in respect thereof, as shall be deemed to be in the public interest.

5. Whenever one continuous half of any such railway or not less than twenty-five continuous miles of unbroken length thereof, shall be satisfactorily shown to have been completed and to be in *bona fide* operation, the lieutenant-governor in council, on demand to that effect from the company, may declare the half of the subsidy thereof to

have become and to be thereafter converted into a subsidy payable, not on the condition above set forth of the continuous maintenance of the railway in *bona fide* operation, but on the terms and subject to the conditions following; and whenever the whole or not less than fifty continuous miles of unbroken length thereof shall be satisfactorily shown to have been completed and to be in *bona fide* operation, the lieutenant-governor in council, on like demand, may declare the whole of the subsidy thereof to have become and to be thereafter converted in the like manner;

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**An Act to amend the Act of this Province, thirty-second Victoria, chapter fifty-two, respecting aid to certain Colonization Railways.**

*(Assented to 23rd December, 1871.)*

Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

1. Notwithstanding anything to the contrary, contained in the act of this province, thirty-second Victoria, chapter fifty-two, whenever one continuous half of any of the railways named in the said act, or of the length of the St. Francis and Megantic International Railway, defined in section thirteen of the act of this Province, thirty-fourth Victoria, chapter twenty one, or any continuous portion of such railways, not less than twenty-five miles in length, shall be completed and in operation, the lieutenant-governor in council may, on demand of the company, pay for such half, or for every such length of road, the full amount of the converted subsidy granted by the said act, in proportion to the number of miles so completed.

2. Such payment may be made either in money or by means of capitalized government debentures, and the provisions of sub-sections four, five, six, seven and eight, of section five of the said act, shall apply to the said debentures mentioned in the said sub-sections, and shall subject the company and the railway, and all the properties and appurtenances thereof to the same obligations, conditions and lien, as they would have been subject to in the case of the payment of the annual subsidy or of debentures having been issued in virtue of the said act.

## Extracts from amendment to Railway Act.

[Assented to 24th December 1870.]

12. The delay mentioned in the second section of the colonization railway aid act of 1869, is hereby extended to the first day of July, one thousand eight hundred and seventy-five.

15. Iron rails may be laid instead of wooden rails on any of the railways mentioned in the said colonization railway aid act of 1869, without affecting the right of obtaining the aid thereby assured for the construction of such railway.



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**T A B L E**  
**OF**  
**COMPARATIVE DISTANCES.**  
**(SEE MAP.)**

FROM	To	Distance.						Miles.
		Per Grand Trunk R. R.	Per LEVIS & KENNEBEC R. R. P.	Per Intercolonial R. R.	IN FAVOR OF L. & K. R. R. OVER G. T. R.	IN FAVOR OF L. & K. R. R. OVER INTER- COLONIAL.		
M.	M.	M.	M.	M.	M.	M.	Miles.	
Quebec.....	Portland.....	317	256	....	61	....		
do.....	St. John N. B. (via M. C. R.).....	605	446	581	159	135		
do.....	Halifax (via Anna- polis.).....	795	636	679	159	43		
do.....	Bangor (via M. C. R.).....	399	240	....	159	....		
do.....	Belfast (via M. C. R.).....	392	233	....	159	....		
do.....	Solon.....		140	....	....	....		
Mechanics Falls.....	Canton.....	27	....	....	....	....		
Leeds.....	Farmington.....	37	....	....	....	....		
West Waterville.....	Solon.....	40	....	....	....	....		
Kendall's Mills.....	Skowhegan.....	16	....	....	....	....		
Newport.....	Dexter.....	14	....	....	....	....		
Old Town.....	Dover & Guilford.....	49	....	....	....	....		
Burnham.....	Belfast.....	34	....	....	....	....		

**NOTE.**—It will be seen on referring to the map that in all probability the Leeds and Farmington, Mechanics Falls and Canton, as also the Bangor and Piscataquis Railways, will eventually connect with the extension of the Levisa and Kennebec Railway, at Solon, or thereabout, thereby lessening the distance to Portland, and the Maritime Provinces to a greater extent than shewn by the above Table.

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	IN FAVOR OF L. & K. R. R. OVER G. T. R.
	IN FAVOR OF L. & K. R. R. OVER INTER. COLONIAL
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COMPILED  
BY C. A. SCOTT.  
QUEBEC, JANY 1873.

REFERENCE.

- RAILWAYS IN OPERATION
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- UNITED STATES BOUNDARY
- Wavy PROVINCE LINE

